

Democrats Lacking Teamwork

By Drew Pearson

Moreland Smith, prominent Alabama architect, came up to Washington the other day to offer to work for Lyndon

Johnson. He had made a date two weeks in advance to see James Rowe, head of Mr. Johnson's special political committee.

Smith waited in Washington almost a week, trying to see Rowe or any Johnson campaign manager who would see him. He saw no one who gave him any guidance, finally got discouraged and went back to Alabama.

The incident illustrates, first, the haphazard nature of the Johnson political organization; second, a dangerous drift of Democratic politics in the South toward a pro-Johnson black Democratic Party and a pro-Wallace white Democratic Party.

What's happening is that the Democratic Headquarters in Washington is more disorganized than in any other recent election year — so much so that Mr. Johnson's name in three states at first was not even on the ballot. The polls are good, there is money in the treasury, and the Democrats have a spec-

tacular candidate. But there is no teamwork.

Chairman John Bailey of Connecticut, an expert on the big city machines, doesn't know the South, has no real capacity for leadership.

As a result, the loyal Alabama Democrats who stood up for the President at Atlantic City, have been subjected to persecution and terror at home while getting no encouragement from Washington; while other Democrats who want to work for Mr. Johnson, such as Smith, haven't even been able to get campaign stickers.

Bow or Go Broke

Not only are they treated like step-children at Democratic Headquarters but they are subjected to an economic squeeze back home which drives them out of business.

Moreland Smith, who came to Washington, has now found it expedient to sell his architectural firm. Otherwise there would be no chance of the firm's getting State contracts. Rep. Carl Elliott, the Alabama liberal who stuck with President Johnson, has been defeated by Gov. Wallace's anti-Johnson machine. Rep. Albert Rains, also pro-Johnson, saw the handwriting on the wall, and is retiring from Congress.

Sen. John Sparkman, once considered so liberal that he was a running mate for Adlai

Stevenson, went junketing to Europe during the Atlantic City convention.

Every other Democrat who has not crawled to Wallace for forgiveness has had the full brunt of anti-Johnson wrath and economic pressure directed against him.

What this will mean in the end is a black Democratic Party and a white Democratic Party in Alabama, perhaps in other Southern states. Already it's happening in Mississippi. This is what immobilized the Republican Party in the South for nearly 100 years. Now it's in danger of immobilizing the Democrats — thanks in part to fumbling and do-nothingism by Washington's Democratic high command.

Beating Us to Moscow

The world's most experienced airline, thanks to State Department red tape, is going to lose out on scoring an aviation first. Pan American Airways is going to be beaten by Air India in opening a direct flight from New York to Moscow on Oct. 13.

For more than five years the United States has been fiddling around regarding a direct commercial air route from New York to Moscow. Pan Am was enthusiastic about the venture at first and negotiations progressed to the point where everything

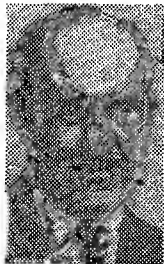
was agreed upon except a few details.

Then the State Department said no. Later negotiations were revived—and dropped, then revived again — and dropped. Latest revival was last spring when it looked as if the agreement might be signed. However, the State Department didn't like the idea of having Russians fly to New York, then to Cuba, by a fast easy route. Instead they have been flying to Madrid where our ally, Generalissimo Franco, obliges the Russians with his direct line to Havana. And despite our ban on aid to a nation which maintains commercial relations with Castro, we are continuing aid to the Generalissimo.

Air Notes

Pan Am, the only U.S. line flying between Fairbanks and Seattle without Government subsidy, now faces CAB hearings, believe it or not, to show why it's license should not be revoked . . . Air France now flies over the North Pole from California to Europe with Alaska stops en route. You can fly from Anchorage to New York via Air France and the Pole for just a little more than the price of a ticket back to New York the direct way . . . There are more private planes in Alaska, per capita, than in any other state in the Union—even Texas.

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